



**TEST CUTS DOWN NAVY DESERTIONS****Undesirable Type Is Kept Out of Service.**

Washington.—Cutting down an alarming number of naval desertions by preventing the deserting type of sailor from ever enlisting in the first place is a new achievement of the United States navy. How this has been brought about, largely by means of a special psychology test, is announced by Commander D. E. Cummings, U. S. N., in an account to appear in this Personnel journal.

In 1923, the number of men who were unable to adapt themselves to navy life had grown to excessive proportions, declares Commander Cummings. Almost one-third of the separations from the navy were desertions, and only 4.6 per cent left the navy by honorable discharge or transfer to the fleet reserves. Courts-martial were at the rate of 13,000 a year, with an enlisted force of 80,000 men. Altogether, a serious situation.

To find out whether general intelligence has any connection with the ability of a man to make good in the navy, the O'Leurke general classification test, prepared and standardized by Dr. L. J. O'Leurke, now director of research of the United States civil service commission, was put into use.

Five hundred men who had deserted and been apprehended were first tested, and also 2,000 recruits. The scores of the deserters ranged consistently lower than those of the recruits in general. They showed that if men who made a score lower than 50 on the test were not allowed to enlist, 22 per cent of the deserters would be eliminated, and only a comparatively small percentage of men who might make good would be excluded. Further applications of the test confirmed the relation between low scores on this particular test and the likelihood of delinquencies and failure in naval life.

It was also found that men who had gone farther in school were more likely to make good in the navy than men who had had poorer educations. This is not surprising, Commander Cummings points out, considering that enlisted men are called upon to perform highly technical work, such as signaling, turret guns, figuring ballistic corrections, handling radio communications and materials, and innumerable other things requiring greater intelligence, initiative, responsibility, and education than was required of sailors in former days.

Tests on recruits during the last year designed to show more definitely the relationships between delinquency and intelligence have not progressed very fast, owing to the fact that desertions and contraband have decreased so greatly, Commander Cummings reports.

**Salt of Dead Sea May Become Revenue Source**

Celestine.—Bahr Lot, or the Sea at least, known throughout the world as the Dead sea, is likely to become a source of vast income.

It has always been known that this gigantic lake, measuring in some parts as much as 1,200 feet deep, while in others no more than 12 feet, contains huge quantities of salt to such an extent that it is said that it is impossible to drown in it.

Now there is a strong rumor among the British government circles to grant a concession for the exploitation of these salts, the working of which, it is estimated, would bring in at least \$10,000,000 a year.

Such is the strength of the rumors that already land values are rising on the borders of Transjordan through which railroads would have to be built to transport the salt to Haifa to the south and Akaba to the north.

At the same time the Arab crews, the here has asked the British government and the League of Nations that the representatives of the Dead sea be left to the government of Palestine so that it may benefit the population.

**Japanese Children to Send Flower Seeds for Dolls**

Tokyo.—The editor is crowding the red ink and the help of the Japanese school children to make up packages of the "friendship dolls" sent by American school children. With the seeds will go a message of hope and when the flowers bloom it will remind American children of the thanks of the boys and girls of Japan and of the friendship that exists on this side of the Pacific.

Today almost everyone in Japan with the price selects building cost when ordering a family dinner, and there are more frog orders than bird orders.

Frog orders are especially numerous in the winter months of Japan where the country still has great growth and age of the best flavor, set to all parts of the land enough of a demand exists to justify frog farms as building pastures.

Today almost everyone in Japan with the price selects building cost when ordering a family dinner, and there are more frog orders than bird orders.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

**TAKE CONTROLS IMPORTS OF TEA****Examiner Uses Tongue to Determine Standards.**

Washington.—America's \$10,000,000 importation of tea is controlled by the tip of one human tongue.

The sovereign possessor is George F. Mitchell, supervising examiner of the United States tea control laboratory. It is his duty to determine by taste whether tea offered for import to this country meets federal standards for approximately 2,000 grades, kinds and varieties.

Directly under him are five men, one each at New York, Boston, Tacoma, San Francisco and Honolulu. Mitchell guides their work and standardizes their technique. Last year they brewed and tasted samples from 11,000,000 pounds of tea entering United States ports. Almost 500,000 pounds were rejected as inferior in quality. The remainder was ordered released from bonded warehouses.

Decision Comes Quick.

It is only a few hours from the time tea shipments are docked until samples are tasted, approved for distribution to trade, or the importer notified of rejection.

Few persons possess such educated palates. Government tasters are selected after long years of training and experience. Usually "brought up" in the tea trade, they can tell blindfolded if they're tasting Darjeeling or Moyana, Puchow Oolong or Ping Suey.

They can tell by the taste whether the shipment contains artificial coloring or "facing," whether the exporter has sent the plant's tender top leaves, valued for the rich, stimulating alkaloid caffeine, or the older stem leaves full of tannin and weak, non-commercial properties.

Can Even Tell Altitudes.

They can tell, too, whether the tea grew at high altitudes, best in production of flavor, or the exact region in China, India, Japan and Formosa, Dutch East Indies, Java and Sumatra, Africa and the Azores.

If their tongues falter, if there is any doubt the flavor or the "body" is up to standard for that particular tea, samples are sent here to Mitchell. His analysis is final. A board of seven tea experts appointed by the secretary of agriculture, has fixed uniform standards to guide him.

An astute importer, insisting his tea is not below standard, has recourse to a board of tea appeals—three employees of the Department of Agriculture whose palates are called upon to determine whether the tea in controversy conforms to their delineation of tea that is standard.

**Grand Turk to Wed****Girl Hunting for Work**

Celestine.—The Grand Turk is to take unto himself a wife. Not a surprising thing, one would say, for a follower of the polygamous prophet to do. Yet it is causing a lot of comment, particularly in view of the personality of the bride apparent. Mustafa Kemal, the president of the Ottoman republic, recently met by chance at Brussels a Montenegrin who was in search of work and who was accompanied by his daughter, a girl of seventeen.

Struck by the extraordinary beauty and grace of this child of the Black mountain, Kemal sought her acquaintance, fell in love with her and asked for her hand and heart in marriage, offering to defray, meanwhile, the costs of providing her with an education befitting the exalted place which she will occupy as his wife. His proposal was accepted and Ankara is now anticipating the nuptials. Incidentally the girl's father has been provided with a well-paying position.

**Japanese Children to Send Flower Seeds for Dolls**

Tokyo.—The editor is crowding the red ink and the help of the Japanese school children to make up packages of the "friendship dolls" sent by American school children. With the seeds will go a message of hope and when the flowers bloom it will remind American children of the thanks of the boys and girls of Japan and of the friendship that exists on this side of the Pacific.

Today almost everyone in Japan with the price selects building cost when ordering a family dinner, and there are more frog orders than bird orders.

Frog orders are especially numerous in the winter months of Japan where the country still has great growth and age of the best flavor, set to all parts of the land enough of a demand exists to justify frog farms as building pastures.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

Engineering Crew in Tschek, N. Y. Returns from Russia—A locomotive engineer for the New York Central, retired on a pension a few days ago after having driven engines on the Central lines 42 years. He is seventy years old. In honor of his final day at work he drove the engine of the Central lines with an express train.

## DIRECTORY

station is extended to belong to any of these visit meetings when

DODGE, No. 97, F. & A. Masonic Hall the second meeting of every month. M. M.; Fred B. Merrill,

PETER, No. 102, O. E. Masonic Hall the first meeting of each month. W. M.; Mrs. Emma Haven, Secretary.

LODGE, No. 31, I. O. their hall every Friday. H. Gibbs, N. G.; D. Estey.

BEKAH LODGE, No. meets in Odd Fellows' and third Monday evening. Mrs. Gertrude Mrs. Emily B. Forbes,

DODGE, No. 22, K. of G. meets the second and third Monday evenings at Grange Hall. Mrs. M. E. C.; Mrs. Kenneth McLain, K. of G.

TEMPLE, No. 68, ERS, meets the second Wednesday evenings at Grange Hall. Mrs. T. M. E. C.; Mrs. Harvey, R. and C.

IT, No. 84, G. A. R., Odd Fellows' Hall the second Thursdays of each Hutchinson, Commandant, Adjutant; L. N.

R. C., No. 36, meets Hall the second and third evenings of each McAllister, President; bank, Secretary.

MUNDY POST, No. LEGION, meets the fourth Tuesday of each months; J. M. Harring

EDWARDS CAMP, NO. meets first Thursday of the Legion rooms. E. commander; Carl L.

ANGE, No. 56, P. of Hall the first and third evenings of each Morris, M.; Eva W.

ers' Association. Meet the second and third during school year Herrick; Secretary

SS CARDS

HED ROOMS  
CAM CONVEYANCE  
BRYANT

Bethel, Maine  
Connection

GREENLEAF  
COTTON & MORTICIA  
HEARNE  
FOR MOVING THIS  
NIGHT SERVICE

EL, MAINE.  
the 112

TITLEFIELD  
HORSE LIVERY  
Night Service

Maine  
Telephone

TENEY & CO  
L. MAINE

Granite Workers  
Designs

Workmanship  
promptly answered

—Get Our Prices  
TENEY & CO.  
Guaranteed.

Frothingham  
TE DEALER  
Paris, Maine

ent of all kinds of  
party

will do well to get  
this Agency

LINE REPAIRING  
REPAIRED  
chine made to  
new.

EXPERIENCE  
ELAND  
EL, MAINE  
22-6

ations \$  
rtunes \$

the advertising  
power  
ides has worth,  
T.S.E. J.T.  
it for you.

W. S. U.

# The GREEN CLOAK

By YORKE DAVIS

## STORY FROM THE START

WNU Service  
Copyright, 1918

the compelling grip of his muscular hand thrust me back into my chair, and my sentence trailed off into a sort of gasp.

So, for a moment, we sat breathless.

"Somebody's getting in," I whispered presently. "It must be Mallory." "Mallory has a key," he retorted. "Listen."

No, that was not Mallory. It was not anybody trying to get in, for somebody had already succeeded—somebody who was already making his way, with swift, almost incredibly stealthy steps, up the stairs from the second floor to the room where we were sitting.

We drew back into an obscure corner and stood close together, half-crouching, eying the door.

Presently we saw it opening. And then there emerged from its shadow a face we both knew—a face neither of us is ever likely to forget. The eyes in that face we had never seen before, for they had been closed the last



It Was a Cloak, a Green Cloak, and the Collar Was Cut High in the Back.

time we looked at it. Now they were all about we could see. The black hair lost itself in the shadow which enveloped the doorway, and the olive-brown skin was itself a shadow. But the eyes—they burned with the flaming green intensity of a leopard's.

I had stationed himself at the opposite end from where I stood, and he sighted along the projecting edge of the shelf as I raised the lamp to the height he indicated.

"Try the next one," he said. "—so. And now the next. There! that'll do. We've got it. If I'm not mistaken."

He walked over toward my end of the case and pulled a book out of the third shelf.

"Our thanks are due to the old woman for not being too good a housekeeper," he observed in comment. "The dust on those books is evidence enough that he was not in the habit of reading them. But this one shows a clear track in and out of the shelf. There's no better hiding place for a sheet of paper than a book."

He balanced the book carefully in both hands, and then let it open where it would.

"Well," he said, "I think we've found it," for there between the two yellow pages was a bluish sheet of semi-transparent paper, folded.

He laid down the book and opened up the paper. It was a map, too, and as I looked at it closely, I saw that it was executed on a very large scale. It was a map of a very narrow-necked peninsula. The soundings in the sea all about it were indicated frequently. Over the surface of the land itself were various little numerals, which had their explanation in a legend in the corner. One had only to read a little way down this explanatory column to see with what minute care the map had been drawn, and on how large a scale. Such unimportant objects, from a geographer's point of view, as a granite boulder or a blasted tree had their position indicated.

No, the purpose of that map-maker had not been purely geographical. So much was clear.

"It's a tracing, you see," Doctor McAllister observed. "He's got the original locked away somewhere, now. But do you notice, there's nothing on the sheet, anywhere, to indicate in what part of the world this bit of land lies? There's no latitude or longitude indicated. We'll have to get the original to find that."

At that, the explanation of the whole mystery of this wilderness of maps flashed across my mind.

"Not," I cried, "he hasn't got latitude or longitude on the original, either!" He never knew, to the day of his death, any better than we know now, into what sea that little peninsula juts the head. That's what he spent the last three years of his life hunting for."

Doctor McAllister nodded gravely. "You are quite right," he said; "right beyond a doubt. There's no knowing what there is to be found on that bit of headland, but whatever it is, he wanted it badly."

It was natural that we should both fall silent just then, natural, too, in our excitement over the discovery, our nerves were higher strung than usual. It had grown pretty late. There was a dead stillness within the house. The only sound, save the ticking of a clock, that came to our ears was the occasional roar of a gust of wind through the trees and around the corners of the house. So it was natural that we both started violently when a gust of wind blew open one of the windows, with a bang, and caused our lamp to flicker and then go out. I laughed nervously, and when my friend seized with the back of my hand. It was wet. Then I rose, or rather, started to rise, and spoke at the same time began to speak, at any rate. What I had in mind to say was, that I would close the window if the doctor would relight the lamp.

But before I had said three words,

broken on the frozen ground. Instead of that, I saw the fleeting shadow of her moving swiftly across the snowy lawn toward the gate.

A moment later, bare-headed, bare-handed, I was running at top speed down the rough, frozen country road in the direction I had seen her take.

Before I had gone fifty yards, I heard other footsteps pounding along behind me, and a momentary fear that my old chief had been reckless enough to risk his bones in such a chase caused me to pause and turn back. It was not Doctor McAllister, however, but the detective, Mallory, and as he panted up alongside me, he said:

"I saw her coming down the rain-pipe. She might almost as well have fallen, she came down so fast. What was she like? I don't suppose you got anything of a look at her, though."

"No," said I. "The wind had just blown out the lamp, and we were there in the dark when she came in."

"It doesn't matter," he said briefly, as we plowed along, side by side. "I know what she's like well enough when I come up with her. But there is no use in your keeping up the chase. I'll get her alone, never fear. Nothing that wears skirts can outrun me."

I was already half inclined to take his advice and turn back, for the pace was beginning to tell on me, when I tripped over something and fell headlong.

By the time I had plucked myself up and shaken some of the loose snow out of my sleeves, he was already a hundred yards ahead down the road. I was about spent, so, regrettfully, I turned back.

But for one moment I passed curiously to investigate the cause of my fall. It had been something soft, something that gave a little as my foot struck it, and then clung. It had been entirely covered by the snow, which had fallen out here in the country to a depth of nearly six inches.

I scuttled around in it with my feet until I found it. Then I stooped and plucked it up. It must be a shawl or a blanket, I thought, as I shook the snow out of its folds and held it out in both hands. No, it was neither. It was a cloak; a green cloak, and the collar was cut high in the back.

I cast a glance over my shoulder. Mallory was already out of sight in the distance, I threw the cloak over my arm and trudged back to the house.

But for one moment I passed curiously to investigate the cause of my fall. It had been something soft, something that gave a little as my foot struck it, and then clung. It had been entirely covered by the snow, which had fallen out here in the country to a depth of nearly six inches.

I scuttled around in it with my feet until I found it. Then I stooped and plucked it up. It must be a shawl or a blanket, I thought, as I shook the snow out of its folds and held it out in both hands. No, it was neither. It was a cloak; a green cloak, and the collar was cut high in the back.

Early the next morning Doctor McAllister and I took one of the trains upon which the male population of Oak Ridge habitually goes to town upon its several and various business. We had by no means exhausted the possibilities of discovery which still lay concealed, we felt sure, within that lonely old house where we had passed so strange a night; nor had we solved its mystery. But matters of a more instant importance compelled us, for a while, to abandon it.

In the first place, we know that,

little as we liked the prospect, it was our clear duty to report to Ashton what we knew of the mysterious, wild creature who had escaped from the hospital and was now at large. By

then long, we had been drawn to the

doorway, and to the light of the

street lamp, we could see that the

man who had been following us

had been following us

all the time. He had been following us



the drama. All  
church at North  
**an Encore**  
ers make their  
one; That looks  
don't know ex-  
lent life. One's  
Put the best  
thing you do.  
core, anyway.

Co., Inc.  
Maine

S. Cars

Trucks

dependable  
trucks, and  
and trucks  
dependable.

VN

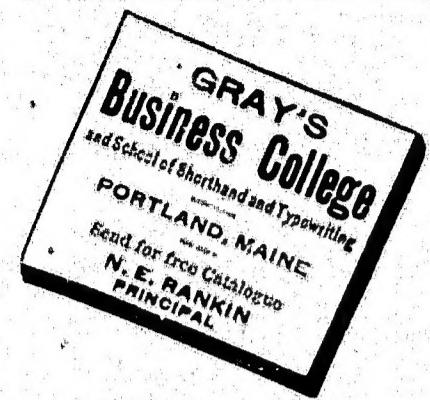
es

arrived  
variety  
15 to  
Other  
and

we have  
of new

tire  
ga-

service



The place  
to buy your  
**Radiolas.**  
RCA Loudspeakers  
and RCA Accessories

We are glad to announce that we have been selected by the Radio Corporation of America to sell and service Radiolas, RCA Loudspeakers and RCA Accessories.

Radiolas, RCA Loudspeakers  
\$15 to \$75 \$18 to \$245  
Convenient Time Payments  
may be arranged

CROCKETT'S  
Bethel, Maine

#### NOTICE

The subscriber hereby gives notice that he has been duly appointed executor of the will of Lottie M. Thornton late of Bethel in the County of Oxford, deceased, without bond. All claims having demands against the estate of said deceased are desired to present the same for settlement and all indebted thereto are requested to make payment immediately.

R. B. THURSTON,  
July 10th, 1927. Bethel, Maine

#### STATE OF MAINE

To all persons interested in either of the Estates hereinafter named.

At a Probate Court, held at Paris, in and for the County of Oxford, on the third Tuesday of July, in the year of our Lord one thousand nine hundred and twenty seven. The following matters having been presented for the action thereon hereinafter indicated, it is hereby ORDERED:

That notice thereof be given to all persons interested, by causing a copy of this order to be published three weeks successively in the Oxford County Citizen a newspaper published at Bethel in said county, that they may appear at a Probate Court to be held at Rumford on the fourth Tuesday of August, A. D. 1927, at 9 of the clock in the forenoon, and to be heard thereon if they see cause.

J. Gardner Roberts late of Hanover, deceased; petition for order to distribute balance remaining in his hands presented by Joshua B. Roberts, administrator.

Wilson R. Springer late of Pasadena California, deceased; petition for license to sell and convey real estate situated in Oxford County in the State of Maine and distribute the proceeds be granted to Hattie E. Springer or some other suitable person presented by Florence E. Springer and Hattie E. Springer, legatees and executors.

Hersey E. Fernald late of Bethel, deceased; petition for the appointment of Elery C. Park as trustee under the will of said deceased presented by said Elery C. Park, the trustee therein named.

Isaac A. Hall late of Bethel, deceased; first account presented for allowance by Ernest G. Cross, executor.

Hersey E. Fernald late of Bethel, deceased; petition for determination of insurance tax presented by Elery C. Park, executor.

Isaac A. Hall late of Bethel, deceased; petition for determination of insurance tax presented by Florence W. Hall, executor.

Lewis D. Swan late of Bethel, deceased; first and final account presented for allowance by Elery C. Park, administrator.

Charles H. Douglass late of Bethel, deceased; will and petition probate thereof and the appointment of Fred L. Douglass as administrator with the will annexed of the estate of said deceased presented by said Fred L. Douglass, son and heir.

Witness, Henry H. Hastings, Judge of said Court at Paris the second day of August in the year of our Lord one thousand nine hundred and twenty seven.

ALBERT D. PARK, Register.

#### UNIFORM TRAFFIC REGULATIONS WOULD REDUCE ACCIDENTS

Uniform traffic laws for pedestrian and driver should be adopted throughout the United States.

In one state where records show that for every thousand automobiles in the state, one person is killed each year and seven are injured, there is a loss of more than \$100,000 a year traceable to street and highway accidents. As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the movement to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

#### 50 Years Constipated, Cured in 10 Treatments

"I have been afflicted all my life which is 50 years with constipation, tried 9 doctors and many tons of medicine and pills, and could not be cured. S. J. Pole cured me in 10 treatments." (Signed) Mrs. Jean Laundry, 30 Temple St., Waterville, Maine.

Treatments will be given for all kinds of diseases, acute and chronic, without the use of medicine and surgery at Haven Block, next door to Strand Theatre, Rumford, Maine.

Special Offer for 30 days to readers of The Bethel Citizen. If you will bring this advertisement to Prof. Pole at Rumford, he will pay you the rail fare or the expense for gasoline but was from Bethel to Rumford providing you will begin treatments at once. The treatments could be taken from one to six a day. Board and room will cost about \$200 per week. If you would like to come to Rumford the train costs no extra. A visit to Rumford saves time and money of paying for hotel bills than one pound of care.

#### NOTICE OF LOST BANK BOOK

Notice is hereby given that the Bethel Savings Bank has been notified that book of deposit issued by said bank to Vada Hosman is numbered numbered 3699 has been destroyed or lost, and that she desires to have a new book of deposit issued to her.

BETHEL SAVINGS BANK,  
By A. E. Herrick, Treasurer,  
7-28-31 Bethel, Maine

#### STATE OF MAINE

To all persons interested in either of the Estates hereinafter named.

At a Probate Court, held at Paris, in and for the County of Oxford, on the second day of August in the year of our Lord one thousand nine hundred and twenty seven. The following matters having been presented for the action thereon hereinafter indicated, it is hereby ORDERED:

That notice thereof be given to all persons interested by causing a copy of this order to be published three weeks successively in the Oxford County Citizen a newspaper published at Bethel in said county, that they may appear at a Probate Court to be held at Rumford on the fourth Tuesday of August, A. D. 1927, at 9 of the clock in the forenoon, and to be heard thereon if they see cause.

George H. Heywood, late of Upton, deceased; petition that Elery C. Park or some other suitable person be appointed administrator of the estate of said deceased presented by Mary E. Muir, sister and heir.

Witness, Henry H. Hastings, Judge of said Court at Paris the second day of August in the year of our Lord one thousand nine hundred and twenty seven.

ALBERT D. PARK, Register.

#### STATE OF MAINE

To all persons interested in either of the Estates hereinafter named.

At a Probate Court, held at Paris, in and for the County of Oxford, on the third day of July, in the year of our Lord one thousand nine hundred and twenty seven. The following matters having been presented for the action thereon hereinafter indicated, it is hereby ORDERED:

That notice thereof be given to all persons interested by causing a copy of this order to be published three weeks successively in the Oxford County Citizen a newspaper published at Bethel in said county, that they may appear at a Probate Court to be held at Rumford on the fourth Tuesday of August, A. D. 1927, at 9 of the clock in the forenoon, and to be heard thereon if they see cause.

Charles H. Douglass late of Bethel, deceased; will and petition probate thereof and the appointment of Fred L. Douglass as administrator with the will annexed of the estate of said deceased presented by said Fred L. Douglass, son and heir.

Witness, Henry H. Hastings, Judge of said Court at Paris the third Tuesday of July in the year of our Lord one thousand nine hundred and twenty seven.

ALBERT D. PARK, Register.

#### HOW

#### COLLECTION OF WRITINGS BECAME PRESENT BIBLE

The story of how the Bible grew to its present form was recently told in an address given at Washington by Dr. E. A. Lowe, lecturer, Oxford University. Doctor Lowe, who is also a member of the staff of research workers of the Carnegie Institution of Washington, under whose auspices the lecture was given, speaks with authority on this matter, for he has devoted many years to the study of the ancient texts and versions of the Bible.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

As long as one city has one set of traffic laws while the next city has different regulations, there will be a heavy traffic toll. With the great amount of tourist traffic, uniform laws should not be confined to the cities of a single state, but should be adopted by all states.

In no field is there such conspicuous waste of both time and life as that caused by accidents on our streets and highways.

Realizing the importance of the move-

ment to prevent automobile accidents, compulsory automobile liability insurance has hit upon the idea of an insurance which, in theory, would pay for accidents after they have happened. The idea does not seem to work out as well as it sounds on paper. And even if it did, compensation is not nearly so important as prevention of accidents.

Enactment of uniform traffic regulations throughout the country, and their enforcement, would probably do more than anything else to curb automobile accidents.

# RADIO

## Beware of Poor Neutralization

### Squeals and Poor Quality Among Ills of Maladjustment.

A neutralizing receiver, unless it is carefully adjusted, can be less efficient than one in which neutralization is not employed. There are three chief ill's of improper neutralization, according to an article in the Radio Broadcast Magazine.

"The first and most obvious manifestation of incorrect adjustment of the neutralizing device is oscillation. In some or all of the radio-frequency circuits," reads this article. "These oscillations, as a general rule, become more severe as the frequency is increased, and a tone equal or whistling will be heard as the tuning controls are adjusted to receive some stations that is transmitting."

"Such an effect will make it difficult for the user of the receiver to obtain satisfactory reception and the oscillations will be radiated from the antenna attached to the receiver and cause interference to other receivers located in the neighborhood. Such oscillations can be prevented by correct adjustment, and it is essential that the proper setting be determined in order to make it possible to obtain best results from the receiver."

"A second detrimental effect of maladjustment of the neutralizers is poor quality, which is generally due to the existence of too much regeneration. The quality, under these conditions, will generally sound fuzzy, indicating that the various frequencies in the carrier are being unequally amplified by the radio-frequency amplifiers. To preserve good quality, the radio-frequency amplifiers must amplify without distortion a band of frequencies extending about 5000 cycles above and 5000 cycles below the carrier frequency, and this condition does not exist unless proper neutralization is obtained."

"Another effect of improper neutralization," says Radio Broadcast, "is to cause one or more of the tuned circuits in a single control receiver to be thrown out of synchronization so that the set loses a great deal of its sensitivity, and as a result it is not possible to tune in distant stations with satisfactory volume. These three major effects of improper neutralization indicate how essential it is that neutralization be always carefully and completely maintained."

### May Teach English by Radio to Filipinos

Radio may solve the long-standing problem of a common language, which is of great importance to Filipinos and to the United States. From the inception of the American regime, English has been put forward in the schools and in the press to be the people's common language—since they speak some of Malay dialects with sharp distinctions, making it impossible for people even of adjacent provinces to converse. But the native tongue does not accommodate itself to English readily; few American teachers are left in the schools and the native teachers are, for the most part, ill prepared in English, so the results of their instruction are discouraging. The children restive, giddy enough, but in a strange glibber, not English but the Trade Corporation of the Philippines recently broadcast a lesson in English dictation which proved that Filipinos can acquire English by radio.

### Battery Clamp Used for Skinning Hook-up Wire

In using the popular rubber-covered stranded hook-up wire, radio constructors usually experience considerable trouble in securing the ends for connections. A simple tool which is very convenient for this work can be made from an ordinary large hattershammer clamp which resembles an overgrown clothespin. Merely file the jaws of the clamp smooth, and then cut it down with a three-cornered file, a notch which is roughly the size of the wire.

To use the tool, simply close the jaws over the wire to be skinned, squeeze with the fingers and at the same time pull outward toward the jaws end. The edges of the notch will pull the rubber insulation off easily without cutting any of the fine strands of wire.

### Cleaning Radio Panels Very Simple Operation

Take a kit of coarse cloth and wet it thoroughly in water. Wring out all of the water and shake on a few drops of alcohol (any kind of alcohol will do) and wrap the panel with its cloth and let it dry and every finger and every finger and every hand will come off as if by magic. Dry with soft cloth or sponge and you'll be like new.

Remember: Be sure that the alcohol and soap and water has contact with any of the conductors. Alcohol will tend to remove the varnish and acid the finish on the wood. Use it to wash your glasses. It is excellent for the bathtubs, pots,

### Radio Aids Operation of Inland River Craft

It is generally known that radio has transformed the art of navigation upon the high seas. This science is also coming into its own as an aid to the operation of craft upon inland rivers.

Maj. W. W. Parker, chief clerk of the American Engineers' office, Cincinnati, originated broadcasting of river stage reports over station WLV?

In response to a circular letter sent out by Major Parker recently to test the value of this service, the lockmasters and transportation companies operating Ohio river craft have given enthusiastic endorsement of the value received from this service.

River stage reports are broadcast each morning and are picked up by the lockmasters and boat captains along the Ohio river and its tributaries from a point a few miles south of Pittsburgh to Cairo, Ill. Lockmaster find this service extremely valuable.

All of the fifty dams along the Ohio are movable and the reports of the rising and falling of the river enable the lockmasters to know when to raise and when to lower the dam. The dams are made of wickets, device invented by a Frenchman and tried out in the Ohio river for the first time at Davis Island dam, seven miles below Pittsburgh, in 1870. When all of the wicket sections are in position they form a barrier. When the river is rising, the dam tender goes out in a maneuvering boat, equipped with a derrick, and lowers each section to the bottom of the river, and the traffic goes over the dam instead of through the locks.

For the steamboat captains, the reports enable them to determine the stage at which they must navigate, and to know when they will go through locks and when they will go over the dam. They can sit in their cabins and compare the river stage reports with the draft of their boats, which tells them what precautions they must take to steer to the channel.

Many Ohio river craft tow a large number of barges or coal. It is difficult to maneuver such a tow under the best conditions. In the absence of accurate information as to river stages, the craft may be caught on a sandbar for a week or two.

The promptness of the radio information is especially appreciated by river men, as they receive the broadcasting, in many cases, several hours ahead of the printed report.

Some of the companies operating river craft have equipped all of their boats with receiving sets as the result of the river stage broadcast. Many large shippers have attested to the value of this service.

### Varieties of Troubles That Cause Interference

Outside sources of interference which affect reception in a receiver are listed as follows:

- Sign flashes.
- Induction coils.
- X-ray machines.
- Static machines.
- Telephone ringers.
- Atmospheric static.
- Electric street cars.
- Defective transformer.
- Heterogeneity receivers.
- Bad contacts in switches.
- Atmospheric wireless station.
- Static produced by belts.
- Loose street lamp in socket.
- Smoke or dust precipitators.
- Defective street light rectifiers.
- Electrical manufacturing processes.
- Commercial wireless (radio) station.
- Leaking insulators on power circuits.
- Overlapping of broadcasting stations.
- Motion picture machines using arc lamps.
- Induction from high potential circuits.
- Interfering of broadcasting stations.
- Defective rail bends on street railway systems.
- Defective lightning arresters—power circuits.
- Motors and generators of the conductor type.
- Arcing wires in trees and other insulated objects.

### How Sun Determines Volume on Long Waves

That the sun's activity is probably the chief factor in determining the strength of long-wave radio signals was the most important conclusion in the annual report of the laboratory for special radio transmission research prepared by Dr. L. W. Austin, of the Bureau of Standards.

In addition to the curves and tables showing the routine measurements of the laboratory, curves were shown in the report which indicate a close relationship between the long-wave signal strength and the changes in number of sun spots during the eleven-year sunspot cycle, the signals decreasing in strength with the increase of sun spots.

Other curves given show periodic changes in the signals during the time of the sun's rotation (twenty-six days), while others indicate the sun's orbit and the day and night period in the case of certain sunspots.

Some of these curves also suggest sun active areas on the sun, which often produce increases in signal strength when they face the earth. These periodic relationships, however, are not established as well established as the relationship of the sunspots and sunspot areas of sun spots and sunspots occurring over a number of years.

Remember: Be sure that the alcohol and soap and water has contact with any of the conductors. Alcohol will tend to remove the varnish and acid the finish on the wood. Use it to wash your glasses. It is excellent for the bathtubs, pots,

# Pretty Things that are Made at Home

THERE'S always "room for one more" dainty garment in one's wardrobe of pretty underthings. That's why it is both profitable and pleasant to spend one's leisure hours making up a number of lingerie items to add to the collection.

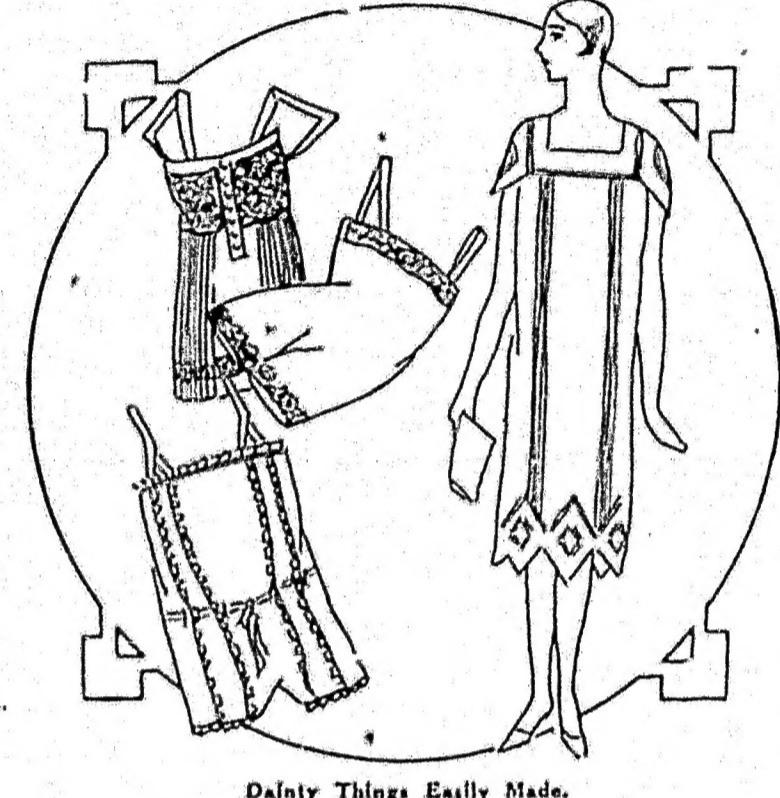
Such adorable nightgowns, chemises and such as are being made of colorful voile this season! The beauty of these tinted voiles is that they are amazingly inexpensive, at the same time so truly lovely.

Three yards of peach-colored voile with a half yard of French blue makes the attractive "nightie" in this picture. If you prefer, substitute flesh color for the peach, with deep rose instead of the blue. Perhaps pure

sleeves seemed inevitable. However, at present we're the French style.

It is this very temperamental nature of creative genius which always has and always will lend zest to the mode. As to the navel-moment vogue for the sleeveless type, there is no halfway road to modishness—either a frock is uncompromisingly sleeveless to the wrist or else it is boldly minus a sleeve.

Three typically French summer gowns are shown in this picture photographed as they were, directly on the grounds. Of course the first item to attract in the costuming of the figure in the center is the multitudinous bracelets encircling the arm. Well,



Dainty Things Easly Made.

white with pale green would appeal to you more, or possibly maize color with orange voile for the diamond-shape applique.

Any of these color combinations will be effective, the outstanding point of interest being the unique short sleeves camouflaged by inserting diamond-shaped portions of the voile at each shoulder line. Speaking of short sleeves, have you heard the latest? Well, it's this—sleeves for nightgowns are coming back again.

The clever thing about the gown in the picture is the way a short-sleeve effect has been obtained without resorting to the ordinary sewed-in-sleeve which so few of us like. The hemline is also pointed to match the sleeve. Diamond motifs of the contrasting voile are appliqued, as the picture shows. Applique, please to re-

turn to be fashionable, one just must wear bracelets, and "the more the merrier." Thus the sleeves made and the bracelets play to each other's success.

Printed chiffon frocks, such as are here illustrated, flutter their colorful transparency at every gathering of the elite in Paris, now that the warm days of summer have arrived.

The sleeveless sports frock is outstanding among French outdoor costumes. The model shown here to the left makes sleeves superfluous by their absence. As is so fashionable this season this two-piece dress is of white flannel, the necessary "touch of color" achieved with handsome peasant embroidery.

The large rose designs noted in each of the chiffon garden-party frocks here shown, compete for favor with



Paris Says Sans Sleeves.

mechanical. It is a favorite mode of decoration for lingerie. Many of the incoming fall garments show this embossed fabric.

Another opportunity for deft needlework and color combination is presented in the chemise shown in the lower left corner. For the hoy points which are sewed in vertical rows and about the hemline, cut two-inch squares, fold each into a triangle and sew them into the garment as pictured. The other two sketches show fashionable lingerie which departs from the tailored theme, by stretching a bandage lace treatment.

As to the sleeveless mode, Paris fashions came out strong for it now that summer is here. Quite interesting this when one recalls how at the beginning of the season long

the little figured effects, which have been so popular this season.

Practical and adaptable to cold weather wear is the short cape-and-blouse costume which has either a separate or an attached collarless blouse. For street wear these youthful looking cape coats are developed either of fine cashmere woolen checks or of satin or crepe.

These sleeveless daggarine frocks which have a cape to match are ideal for early autumn when cool breezes struggle for supremacy with departing summer sunlight. Then, too, with the cape, one is comfortably sheltered from afternoon breezes or late afternoons. With the cape, perfect street apparel is achieved.

JULIA BOFFOMLEY,

(2112, 42 Western Avenue, Boston)

# Community Building

## Several Reasons Why Home Ownership Pays

"We Own Our Own Home." Just this simple little phrase means much to those fortunate enough to be able to say it.

It means that they are lords and masters of their own households. It signifies that here are folks entitled to a greater measure of respect, J. H. Hildebrandt writes, in the Chicago American. It shows that they are fathers and mothers who did not hesitate to sacrifice some of the small pleasures of life so that their children could grow up to proper surroundings.

Occasionally people argue that it does not pay to own a home. One were to reckon only in dollars and cents, perhaps in some cases it might not.

But what has money got to do with it anyway? How can one compare a possible saving of a few dollars with the great measure of satisfaction and contentment that is bound to be evident to the owner home. I am willing to grant that there are unpleasant tasks, but think of the many other interesting things that the home owner can do.

Every man should have a hobby of some sort, but I wish to point out that the greatest inspiration for this sort of thing would be found around the owner's home.

If you have hesitated to own a home on account of the two reasons mentioned above get busy at once, especially if you have sons and daughters. Living in rented quarters you are missing a lot of the busy things in life, and you are overlooking one of the best assurances that your children will grow up to be a credit to yourself and the community at large.

Let more of us adopt the best hobby of all, "Our Own Home."

## Look to Protection of Home From Fire

We often hear people say that if they had a fire they would let it burn and collect the insurance. Probably the home owner who takes pride in his possessions would not do that in case of actual fire. In any case, this is not the correct or safe attitude to take.

Policy stipulations go into detail regarding ownership of property insured. They state plainly that the policy is void, unless specifically provided in a written rider attached to the policy, if the insured is not sole owner of the property; if the building occupied and not owned by the insured; if the insured knows foreclosed proceedings have been instituted; if there is any change of title other than by the death of the insured, or if the policy is assigned before a loss. If any such conditions exist or should arise the home owner should notify the agent or broker immediately.

## Some Important Don'ts

Don't build on a hill or in a swamp.

Don't build on a reclaimed swamp. Let your great-grandson do that.

Don't build on black soil. Dig it out.

Don't take chances on narrow footings. Make them wide.

Don't use sand from the excavation if it contains organic matter.

Don't try to save cement in concrete for footings.

Don't leave the footings uncovered if you build in winter.

Don't try to level off the footing trench with loose material before placing concrete. Build from the natural ground.

Don't guess about footings. Know what kind of soil you have and what the building weight.

## Really Belong to City

The man who buys real estate in a city becomes a permanent part of the municipality because he owns a very vital interest in the city. Even though he may be compelled to transfer his place of abode to some other locality at a subsequent date, as long as he is a property owner he cannot escape maintaining a very definite interest in the welfare and progress of his former home city.

## Cheaper Lot, Better House

The less expensive the lot the more money is left for the house itself, and a well-constructed house on a cheap lot is far more desirable than an unsatisfactory house on an expensive lot. Although a house that is very much more expensive than its neighbors might be hard to sell at a good price, a very cheap house may add nothing at all to the sale value of an expensive lot.

## Trade Possibilities

Andalucia citizens would do well to take a day off and get together and talk about Andalucia, her trade possibilities, her problems that are common to all her citizens. Such gatherings would promote good will and cooperation and these twin blessings are always essential to the greatest growth of any city.—Andalucia Star.

## Look Well to Schools

Schools generally are the barometer of a community's progress.

# Young and Old alike Dr. True's Elixir

The True Family Laxative and Worm Expeller

Used Continuously for more than 75 years

"My wife and I whenever troubled with headaches or that listless, tired feeling, lack of appetite, disordered stomach—and other ills pointing to Constipation—always take Dr. True's Elixir for quick relief!" — Mr. E. L. Smith, Chelmsford St., Dorchester, Mass. Family size \$1.20; other sizes 60c; 40c. "Safest and Surest Since 1851"

## Facts Right; Poetry Awful

Robert Frost, outstanding among the serious American poets, wrote a poem about apples white at Amherst, and, in revising it, wished to make sure that he had made no error in his natural history. An agricultural college being nearby, it was suggested that he send the manuscript of his poem to the authorities there, for their possible correction. Thomas L. Masson in the Dehorn Independent, they returned it a few days later with the statement that his poemology was quite accurate, but his poetry was awful!

## Odd Graduation Pair

Miss Hannah May Dean, seventeen years old, and her niece, Miss Martha Dean, who is eighteen, received diplomas at the graduation exercises of the Middletown (Conn.) high school.

**DR. J. D. KELLOGG'S ASTHMA REMEDY**

No need to spend restless sleepless nights. Irritation quickly relieved and rest assured by using the remedy that has helped thousands of sufferers. 25 cents and \$1.00 at druggists. If unable to obtain, write direct to: NORTHRIDGE CO., Inc., Brooklyn, N.Y. Send for free sample.

## Headache Relieved Safely—Promptly

MANY wonder how one powder can relieve a headache so quickly. No habit-forming drugs. Packed in envelopes to fit your pocket. Four doses for 10¢—at all druggists. GARFIELD Headache Powders

## STOP SUFFERING from ASTHMA-HAY-FEVER

THE OXFORD COUNTY CITIZEN

**TWO HOMES  
MADE HAPPY**

By Women Who Used Lydia E. Pinkham's Vegetable Compound.

"I have taken Lydia E. Pinkham's Vegetable Compound and I think it is the most wonderful medicine I ever tried," is the statement made by Mrs. Goldie Shoup of St. Joseph, Illinois. She declares that after taking the Compound she is in better health than before.

Mrs. J. Storms of 20 Lane Street, Pittsburgh, N. J., writes: "I cannot speak too highly of your medicine and I recommend it to all my friends."

These statements were taken from two enthusiastic letters which tell of the help that has been received from using the Vegetable Compound. Both Mrs. Shoup and Mrs. Storms were in a run-down condition which caused them much unhappiness. When women are suffering from lack of strength and from weakness, their own life and that of their family is affected. When they feel well and strong and are able to do their housework easily, happy homes are the result.

Are you on the Sunlit Road to Better Health?

**Says Kipling Doesn't Work**

Studying Kipling's achievements are not appreciated by a maid employed at his home. It is indicated by an incident related by Sir St. Clere Thompson, London physician.

A friend called to see Kipling, but told the maid he would not distract the author if he was at work. "Work!" exclaimed the maid. "He only sits up and scribbles and scribbles!"

**"BAYER ASPIRIN"  
PROVED SAFE**

Take without Fear as Told  
in "Bayer" Package



Does not affect  
the Heart

Unless you see the "Bayer" Cross on package or on tablets you are not getting the genuine Bayer Aspirin save by millions and prescribed by physicians over twenty-five years for

Colds Headaches  
Neuritis Lumbago  
Toothache Rheumatism  
Neuralgia Pain, Pain

Each unbroken "Bayer" package contains proven directions. Handy boxes twelve tablets cost few cents. Drugs also sell bottles of 24 and 100.

**The Claque**  
Sally Mayhew was talking about her days on Broadway. "I never forget the first time I saw my name in lights," said veteran. "I was coming down Broadway in a horse-drawn cab, and suddenly saw my name in huge letters atop the building where the American moving sign was for \$2. I got right up in that buck and climbed myself!"—Variety.

**Stomach Disorders**  
are decidedly unpleasant  
**Green's August Flower**

Its laxative, will not promptly stop diarrhea and bowel trouble from gain and disease. Will make you feel like living again. 1000 bottles. At all druggists.

**FOR OVER  
200 YEARS**

Oil has been a world-wide remedy for kidney, liver and gall disorders, rheumatism, sciatica and uric acid conditions.

**GOLD MEDAL  
HAARLEM OIL  
LAXATIVE**

Practically free. Stimulates vital force. Three sizes. All druggists. In fact, the original genuine Gold Medal.

**HANFORD'S  
Balsam of Myrrh  
For Cuts, Burns,  
Bruises, Sores**

It is a salve to relieve your money for the first time it is used.

N. H. BOSTON, NO. 33-1927.

**LITTLE  
BLUE  
FLOWERS**

(By D. J. Walsh.)

**A**S MARY BALDWIN stepped from the dusty car into the cool shelter of the Hiltons' Spanish bungalow, she felt the relief of one who has finished a weary journey of seventy miles. Mrs. Hilton, hospitable and charming, met her with a kiss quite as if they were old friends instead of chance acquaintances.

"Of course you are tired and exhausted," she said. "Come right to your room. You will have a hour and a half to rest before dinner."

Mary, far from home and used to hotels and rooming houses, found a delightful refreshment in the high-ceiled apartment with its cool tiled walls and draperies. Beyond an open door was visible a gleaming white bathroom which offered every luxury for the travel-worn body. She laid aside her hat and sank into a wicker chair.

The entrance of her husband into an adjoining apartment accompanied by a Japanese servant carrying their overnight bags helped her to realize the measure of the hospitality offered them. Rolf sauntered into her room at once, removing waded collar and tie as he came.

"My wife," Rolf said a little blithely, "wouldn't take a chance on a pauper of pins—or let me."

She had won. She flashed him a glad look, knowing well that he wouldn't go back on his word now that it was said.

She endured till the meal ended and then she retired with what grace she had to her own room. Once there she tore off the blue flowers, uncovered her breast. Then she saw what had happened. The blue flowers had been covered with little insects which had congregated easily under her chiffon. They had had quite a meal of her. They had had quite a meal of her.

Her hostess, it seemed, was clever as well as charming. The little blue flowers with their lively inhabitants from the table in order that Orr and his confidants could sell spurious oil stocks to her husband. Her sharp little eyes had seen the scheme and it had failed.

Doctor Orr was gone when she returned to the drawing room. "So you took off your flowers," Mrs. Hilton remarked.

Mary looked at her. "Yes, but I shall always keep them as a souvenir," she replied.

her but the talk was becoming serious. The mere mention of this oil business had taken on a businesslike form. Hilton was urging Rolf to go on in the deal; he himself had gone in heavily. Easiest way in the world to make money, just having it tossed to you so to speak. One knew the possibilities of the game. Two years ago Orr had been a playboy with a modest practice, today he was a comical man with a million at his disposal.

Mrs. Hilton leaned forward.

"You don't look well, my dear. Wouldn't you like some fresh air?"

Mary shook her head. She could do no more under the situation assuring her. But she would not leave Rolf at what she perceived to be a crucial moment. She caught his eyes and shook her head slightly. She saw his look of surprise, of protest. Would her influence hold against the silver tongues of these men? Schemes? Yes, she saw that whole plot now. But Rolf did not.

With the curls of misery running up her back, she laughed.

"I don't think my husband is interested in your development plan, Doctor Orr. We easterners don't understand oil. We haven't the adventure spirit. We haven't always the money to seize a sporting chance."

Rolf was scared and uncertain, but she tried for his benefit to settle the full force of her sharp dark eyes upon the other men. And something in her glance made them waver.

"My wife," Rolf said a little blithely, "wouldn't take a chance on a pauper of pins—or let me."

She had won. She flashed him a glad look, knowing well that he wouldn't go back on his word now that it was said.

She endured till the meal ended and then she retired with what grace she had to her own room. Once there she tore off the blue flowers, uncovered her breast. Then she saw what had happened. The blue flowers had been covered with little insects which had congregated easily under her chiffon. They had had quite a meal of her. They had had quite a meal of her.

Her hostess, it seemed, was clever as well as charming. The little blue flowers with their lively inhabitants from the table in order that Orr and his confidants could sell spurious oil stocks to her husband. Her sharp little eyes had seen the scheme and it had failed.

Doctor Orr was gone when she returned to the drawing room. "So you took off your flowers," Mrs. Hilton remarked.

Mary looked at her. "Yes, but I shall always keep them as a souvenir," she replied.

**Men Originators of  
Mother-in-Law Jokes**

Carel Capek, the famous Czech author, with whose plays "R.U.R." and "The World We Live In" America is familiar, has been writing about the mother-in-law jokes. Capek holds that these jokes are found in the literature of all times—in the Hindu Vedas, on Egyptian tombstones, in the Eddas and in the Jewish and the Christian Bibles. In fact, he says, the mother-in-law jokes are such an old thing that they have become a sociological phenomenon.

Capek adds that it is strange that the proverbial mother-in-law joke at ways tells of the alleged unfriendly relations between herself and her son-in-law, but never of the antagonist to her daughter-in-law. In the same manner the hen-pecked husband is defended, but never the arbitrary treatment of a wife by her husband.

The playwright asserts that jests about the mother-in-law and the hen-pecked husband were created by men not women. All such jokes arose at prehistoric times. They came from societies of men wherein no women were allowed under penalty of death, and are most popular even today in men's clubs and men's gatherings. Men make remarks when they are together tell funny stories, while women among themselves remain thoroughly serious; indeed when a woman tells a story it is usually one of masculine origin.

**America's Lava Fields**

Practically the entire states of Washington and Idaho are covered by great sheets of lava.

These sheets were deposited there ages ago, so long ago that dates are entirely lacking although it was probably millions of years since the great rivers of lava were spouted from many volcanoes.

This is known because, since the lava overflowed almost everything leaves and skeletons found in modern times show the remains of animals that had not lived for millions of years.

Scientists agree that when nature made this enormous area of lava, it must have affected the entire world. The two immense beds of lava are the greatest known in all the world—Philadelphia Inquirer.

**Early Aviation Feats**

According to old magazine reports, a Frenchman by the name of Pecoul was the first aviator to loop the loop. The plane used by Pecoul had an engine of small power and wings of large surfaces with a speed of only 45 miles an hour.

Lincoln Beachey shortly afterward made a loop at a speed of 75 miles an hour, carrying a greater weight, using a small-surfaced machine. He accomplished this feat on November 10, 1913, in a Curtiss machine at Los Angeles, Calif. He was killed on March 14, 1915, while making a flight from the Panama-Pacific exposition grounds at San Francisco.

An ingrate to leave the table seized

**THE KITCHEN CABINET**

(© 1927 by Western Newspaper Union.)

I think that I shall never see

A poem lovely as a tree,

A tree whose hungry mouth is

A priest.

Against the world's sweet flow-

ing breast,

A tree whose bark is rough as God all day

And lifts her leaves to pray;

A tree that may in summer wear

Poems intimate lives with rain,

Poems are made by tools like me,

But only God can make a tree.

—Joyce Kilmer.

HOUSEHOLD HELPS

If a trip to the cellar or storeroom

is necessary carry a basket to save

time and strength.

Keep on your desk a

list of things to do—

calls, letters to write,

winding and other house-

hold tasks that one may

forget or slight. As the

task is finished cross off

the list. This is a most

satisfactory way of

knowing what has been accom-

plished during a week or month.

It is also an incentive to hurry up and leave a clean slate.

This method is a good

one for the kitchen, too; various

things are forgotten that will, with a

list, keep things running smoothly.

A camp chair or stool which can be slipped under the table when not in use is a great convenience in a small kitchen. Sit down as much as possible when working, save your legs for walks in the open air.

Before taking disagreeable medicine, hold a piece of ice in the mouth for a moment—it dulls the sense of taste.

Grease the cork of the glue bottle, then it will open easily.

Keep old can rubber to set on ice

when dishes are to be placed on the ice to cool. They keep the dish from slipping.

When rolling drawers with paper, use a small stick to hold them in place.

A fresh blood stain may be removed by rubbing with dry starch. The starch absorbs the blood and when dry it may be rubbed out, leaving no mark.

Any one who has tried it knows that in housekeeping one cannot follow a schedule invariably. However, the housekeeper is greatly assisted by a system which is carefully followed when possible. A slate or tablet hanging on the wall with an outline of the week's meals and extra duties will prove to be a wonderful step-saver as well as time-saver.

Transplant a few flowers like asters, snapdragons or cosmos in the garden between the rows of lettuce, radishes or onions. When they are pulled or the plants will flourish and bloom.

A roomy market basket with a handle is a fine bed for a small child while traveling and it may be carried easily.

The basket may be packed up and carried without disturbing the baby or exposing him to the weather.

Transplant a few flowers like asters, snapdragons or cosmos in the garden between the rows of lettuce, radishes or onions. When they are pulled or the plants will flourish and bloom.

A roomy market basket with a handle is a fine bed for a small child while traveling and it may be carried easily.

The basket may be packed up and carried without disturbing the baby or exposing him to the weather.

"Dressy" dressings.

In warm weather there is no food

more appetizing, wholesome and attrac-

tive than a good salad. Almost anything

may be used in a salad, so there is

no excuse for throwing away any

small amounts of leftover vegetable

or meat.

The playright asserts that jests about the mother-in-law and the hen-pecked husband were created by men not women. All such jokes arose at prehistoric times. They came from societies of men wherein no women were allowed under penalty of death, and are most popular even today in men's clubs and men's gatherings. Men make remarks when they are together tell funny stories, while women among themselves remain thoroughly serious; indeed when a woman tells a story it is usually one of masculine origin.

**Pa Buzz will get something soon**

FLIT spray clears your home of mosquitoes

and flies. It also kills bed bugs, roaches, ants,

and their eggs. Fatal to insects but harmless to mankind. Will not stain. Get FLIT today.

"Dressy" dressings.

In warm weather there is no food

more appetizing, wholesome and attrac-

tive than a good salad. Almost anything

may be used in a salad, so there is

no excuse for throwing away any

small amounts of leftover vegetable

or meat.

The playright asserts that jests about the mother-in-law and the hen-pecked husband were created by men not women. All such jokes arose at prehistoric times. They came from societies of men wherein no women were allowed under penalty of death, and are most popular even today in

## WANT COLUMN

Twenty-five words or less, one week, 15 cents; each additional week, 10 cents.  
Each word more than 25¢ One week, 15 cents and each additional week, 10 cents. Minimum charge, 25 cents.  
Cards must accompany order.

**FOR SALE—Queen Atlantic Cabinet** stock store with full perfect equipment, \$250.00. Remodeling of furniture at lowest price. H. C. Brown, Main Street, Bethel. 811 Up.

**Roxford Community Hospital**, Roxford, Maine, Clothing school for Nurses offers a three years course to young women aged 18. The male requires at least two full years High School or equivalent for registration. A complete allowance, textbooks and uniforms for students. A three step of Nurses.

**FOR SALE—Standing Grass for sale**, MBD J. C. BILLINGS, Bethel, Me. 226-21.

**FOR SALE—Cordwood, block wood**, stove wood. H. A. TRASK, R. P. D., Bethel. Tel. 23-21. 51-27.

**FOR SALE—Piano and farm wagon**, DORRIS M. FROST, Bethel, Maine. 7-74.

**FOR SALE—House Int adjoining** the E. P. Brown and C. K. Fox property on Mason Street, DORRIS M. FROST, Bethel, Maine. 7-74.

**HOWARD E. TYLER, D. O.**  
Palmer Graduate

**TUESDAY AND THURSDAY**  
Office Hours—3 to 4 and 6:30 to 8 P. M.  
Neurotometer Service

Residence of M. A. Gedwin

**THE OXFORD COUNTY CITIZEN**  
PUBLISHED EVERY THURSDAY

**BY D. M. FORBES**  
BETHEL, MAINE

Katered as second class matter, May 1, 1925, at the post office at Bethel, Maine.

THURSDAY, AUGUST 11, 1927

**Atlantic Ranges**  
Furnaces and Heaters

**Rubberoid**  
Roofings and Shingles  
**SHEETROCK and ROCKLATH**

**Millwork as usual**  
**H. Alton Bacon**  
Bryant's Pond, Maine

**PUBLIC AUTO**  
Day or Night Service

**J. B. CHAPMAN GARAGE**  
Main St., Tel. 197-6, Bethel

**EAST BETHEL**

Mr. and Mrs. Harry Jackson and two sons, Hugh and Walter Jackson, have arrived for a two weeks' vacation with their son in Bethel and their daughter, making a tour of over five miles by automobile from Washington, D. C. Mr. and Mrs. Jackson recently attended a Little Theater production of over 10,000 people cast in the state, Canada. They are also at the "Old Hickory," Bethel, Maine, last Friday.

Mr. and Mrs. Ward Goss of Newmarket were guests of Mrs. Mary French and family at their residence on Tuesday evening. Wednesday morning they were at the home of Mrs. Mary French and Mr. and Mrs. Ward Goss.

Mr. and Mrs. Edward Daniels and his daughter Edna are from Bangor, Maine, their son residing in New York. They are spending their vacation in Bethel, Maine, last Friday.

Mr. and Mrs. W. A. Davis have recently returned from an extended trip through the Adirondacks.

Mr. and Mrs. Frank Day were guests of relatives at Rumford and participated in the work and fun there of Massachusetts for a few days.

Mr. and Mrs. Donald Tolbert have accepted the invitation of the Newell family for Thanksgiving Day next month.

William French and family have returned to Princeton.

Several from New England visited the Bangor Fair Tuesday.

In making their own wheels go round, the residents increase the value of all other industry.

**LOCKE'S MILLS**

Mr. and Mrs. Frank Day were guests of relatives at Rumford and participated in the work and fun there of Massachusetts for a few days.

Mr. and Mrs. Donald Tolbert have accepted the invitation of the Newell family for Thanksgiving Day next month.

William French and family have returned to Princeton.

Several from New England visited the Bangor Fair Tuesday.

In making their own wheels go round, the residents increase the value of all other industry.

## WEST BETHEL

The Young Ladies' Club met at the home of Mrs. Paul Head last Friday afternoon. At the business session the following officers were elected: President, Nellie Grover; Vice-President, Alta Brooks; Secretary-Treasurer, Clara Ladd; Editor, Esther Mason; Director, Mrs. Paul Head. Refreshments were served and games were enjoyed.

A very enjoyable lawn party and soiree was given by the Young People's Society last Friday evening at the home of Mr. and Mrs. Adrian Grover. Games, cards and stories combined to make a happy evening. Prizes were won by Esther Mason and Clyde Hall. Investments of sandwiches and punch were served. Those present were Mrs. Arthur Barker and Miss Edith Barker of Remsen, N. Y., Miss Charlotte Kennebunk, Margaret Cole, and Frances Daniels, Merrimac, Carl Richardson and Howard Wheeler, all of Gilford, Miss Ruthie Mason of Bethel, Misses Sylvia and Hazel Larivee, Clara Luxton, Leah Harris, Alice Barker, Esther Mason and Kathryn Louch, Misses Franklin, Barker, Alton Luxton, Gordon Mason, Clyde Hall, Frederick Grover, and Rev. Roger Cleveland of this town.

The spacious porch and lawn of Mrs. W. H. Mason was a very popular place last Wednesday afternoon and evening when the Ladies' Chapel Aid Society held their annual lawn party there. Three tables were arranged on the grass, one for fancy work which was in charge of Mrs. Margorie Mason and Mrs. Melvin; another for aprons which was in charge of Mrs. Paul Head; Mrs. Paul Head was in charge of the novelty table. Four attractively decorated beds were erected on the lawn. Miss Esther Mason had charge of the old fashioned well, and Mrs. Thaddeus Luxton of the lemonade booth. The popular booth from which ice cream was dispensed was in charge of Mrs. Harris and Mrs. Ervin Hutchinson. The candy booth was in charge of Miss Carla Hoffe. During the evening Mrs. Paul Head captured the fortune teller's booth.

Prizes were won by Misses Carla Hoffe, Leah Barker and Esther Mason and Mrs. Thaddeus Luxton. The affair proved successful in every way, and the society is to be commended for its work.

Mr. and Mrs. Harry Jackson and children of Norway called at Rev. H. H. Chapman's Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Archie Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.

John Hutchinson and Byron Abbott spent the week end at Lake Winona in the woods.

Mr. and Mrs. Ben Brown and son of South Paris were in town Sunday.

Mr. and Mrs. Ralph Martin and baby of Norway were in town Sunday.

Mr. and Mrs. Arthur Mowry of Andover and Mr. and Mrs. F. P. Bean of Bethel called on Mrs. Burton Bean Sunday.

Work will be begun on the new bridge on Pleasant River this week.